

CLASSIFICATION

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UNCODED

CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

CD NO.

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COUNTRY

Hungary

DATE DISTR. 9 May 1955

SUBJECT

Motor Vehicle Plant

NO. OF PAGES 4

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ACQUIREDNO. OF ENCLS.  
(LISTED BELOW)

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DATE OF  
INFO.SUPPLEMENT TO  
REPORT NO.

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Csepel is about one kilometer southwest of Szigetszentmiklos (Q 48/H 51) in the area of the Dunai aircraft plant which was destroyed in 1944. The factory was a subsidiary of the Ministry of Traffic and used red five-cornered star with the inscription "Csepel-Auto" as its firm trademark. The reconstruction of the plant was started in 1947 and 1948 and finished in 1954.

2. The area of the plant extended from Szigetszentmiklos to Szigethalom and was bordered by the Kisduna River in the east, Budapest-Rackeve (Q 48/N 38) in the west, and large woods in the north and south.
3. The factory was connected to the Budapest-Kunszentmiklos (Q 48/N 57) railroad line by a spur track which crossed the Kisduna River. This spur track was constructed in 1940. In 1950, a road was built to the factory.
4. Castings required by the motor-vehicle factory were delivered by the Mavag Firm in Budapest and by a factory in Diosgyoer, the differentials were delivered by a plant in Győr. It was planned to erect a foundry in 1955 to produce castings required by the Csepel plant.
5. In February 1951, the daily output of the plant was about 20 x 3.5-ton Csepel trucks, 10 cross-country vehicles with four-wheel drive and 10 four-wheel radio trucks for the Hungarian Army. Engines for Ikarus-type buses were produced. Trucks produced at the factory were shipped out by road; buses were shipped by rail.
6. A total of about 10,000 to 12,000 workers were employed at the former aircraft plant prior to the end of the war. The same number of workers were reportedly employed in 1954. In 1954, 100 to 500 German female prisoners were employed; they were, allegedly, transferred to the Csepel plant. In 1954, because of a shortage of raw materials.

7. The erection of a [redacted] was started north of the Budapest-Rackeve rail-  
road line. [redacted] for use.

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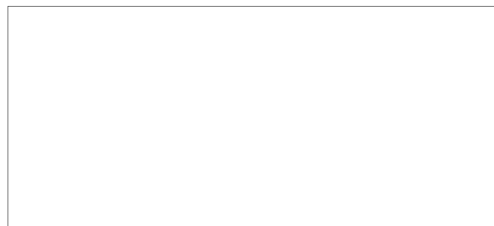
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8. The factory was guarded by about 100 uniformed men. A concrete fence, 2.5 meters high, surrounded the plant. Air-raid shelters were reconditioned.

Annexes:

1. Legend (1 page)
2. Sketch of the Csepel Motor Vehicle Plant (1 page)



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Annex I.

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~~Legend to the enclosed sketch of the Csepel Motor-Vehicle Plant~~Legend to the enclosed sketch of the Csepel Motor-Vehicle Plant

- 1 L-shaped four-story building, 50 x 20 and 40 x 20 meters, housing the plant management, switchboard, and fire station.
- 2 Single-story building, 40 x 30 meters, housing the kitchen and the food depot.
- 3 Single-story building, 70 x 35 meters, machine repair shop.
- 4 Two-story building, 30 x 50 meters, central store and materials test laboratory.
- 5 Two-story building, 70 x 50 meters, production of component parts, screws, and shells.
- 6 Reinforced concrete air-raid shelters from World War II.
- 7 Two-story building, 70 x 40 meters, repair shop, central garage, and offices.
- 8 New two-story building, about 50 x 40 meters, apprentice workshop. Twenty small lathes, 5 milling machines, and 2 drilling machines, all of Soviet make, were located there.
- 9 Two-story building, 70 x 40 meters, propulsion-gear shop equipped with 5 type-MAAG gear wheel machines of Swiss make, 9 gear wheel machines of Soviet make, 1 type Precimo gear wheel machine, 36 different lathes of German, Czech and Soviet make, 6 type Csepel drilling machines, 10 milling machines of US, German and Soviet make, 1 punching machine, 5 horizontal milling machines of Soviet make, 4 diameter grinding machines of Italian make, 5 different punching grinders, 6 gear grinding machines, 1 slotting grinder, and 1 equalizing machine of Swiss make. All machines were in good condition, and all Soviet machines were new.
- 10 Air-raid shelter, 30 x 25 meters, from World War II.
- 11 Single-story building, 30 x 40 meters, power plant.
- 12 Single-story shed, 60 x 70 meters, assembling shop for automobiles and welding shop for underframes.
- 13 Four-story building, 50 x 30 meters, the central boiler house and offices.
- 14 Single-story building, 50 x 50 meters, with brake-test benches.
- 15 Single-story building, 100 x 50 meters, workshops for the mounting of engines and for the fashioning of component engine parts.
- 16 Four-story building, 70 x 70 meters, under construction.
- 17 Single-story building, 30 x 20 meters, dispensary.
- 18 Butcher's shop.
- 19 Railroad station.
- 20 "Koezert" shop.
- 21 Three-story building, 60 x 15 meters, workers' hotel.

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## REPORT

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**Annexes:**

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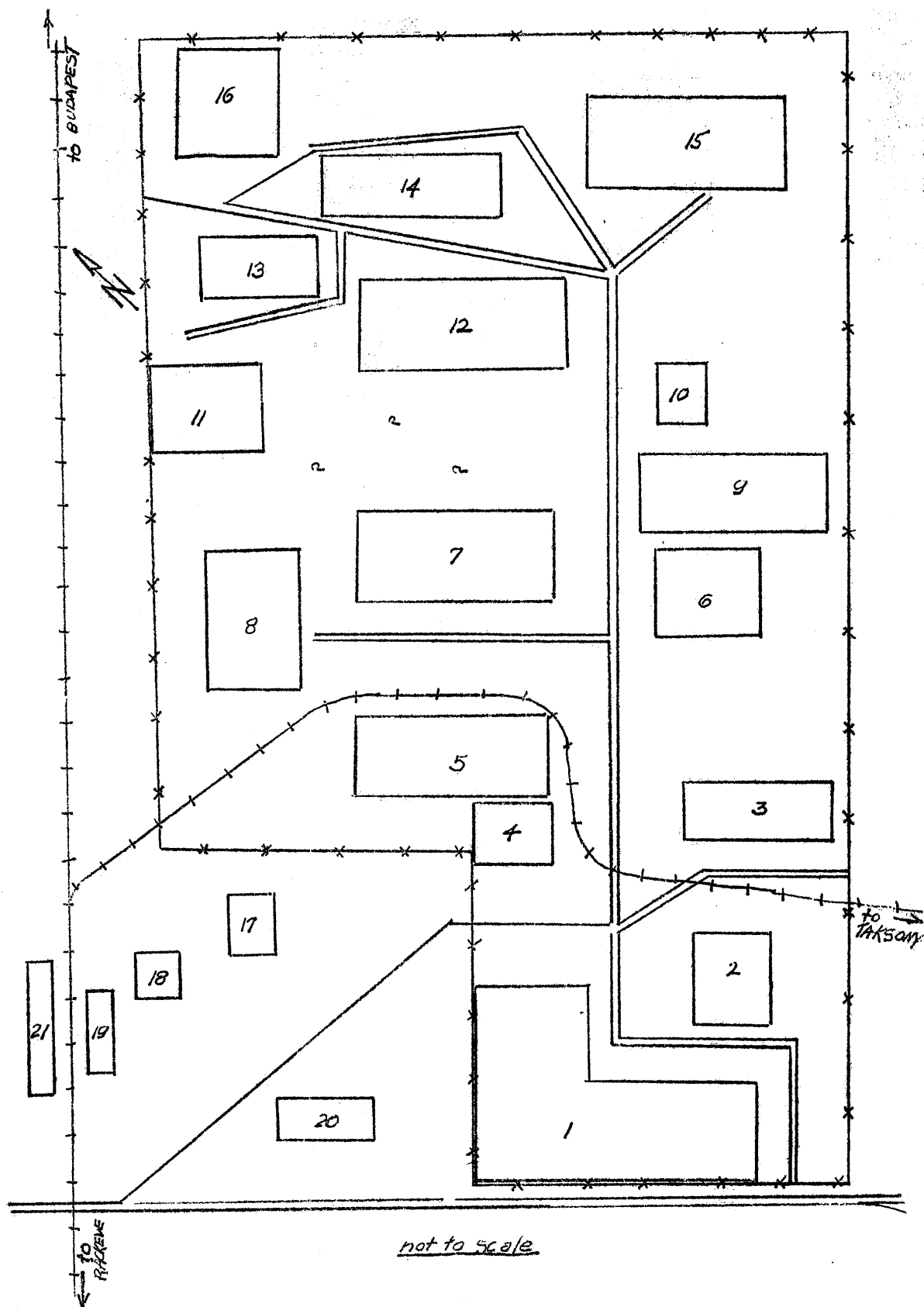
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Annex 2.

Csepel Motor Vehicle Plant



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